

side of town. It is to be hoped that through efforts to educate the public to the town's land development plan, the suitability of certain types of land for residential purposes will be emphasized. Therefore, construction of dwellings on less desirable soils should be reflected in somewhat more stringent standards so as to minimize some of these anticipated adverse effects. It is well to keep in mind though that roughly 70 percent of the soil within Selma is characterized as having severe limitations for dwellings, yet a substantial portion of this land has been built upon.

One of the two areas outside of town lies along Ricks Road between the town limits and the satellite annexation area. The existence of Rick's Mobile Home Court with its forty to fifty mobile homes gives a heavily residential atmosphere to the immediate and surrounding properties. And with the increased development within the I-95 interchange area, the eventual link up between the town and its "satellite" via Ricks Road seems not only inevitable but desirable.

The other area where residential growth is expected is along Lizzie Street, just outside of town. One hundred additional units of public housing--to be built at a density of approximately five units per acre on land to the north along Lizzie Street--will act as the catalyst to promote development of this platted but undeveloped land. Full urban services will be extended to the project and annexation should occur shortly before the first family moves in. This services extension is expected to promote additional housing construction for private citizens later in the 1970s and 1980s.

Initial expansion beyond Lizzie Street can easily hook up with the existing 10" interceptor serving the area. As additional growth occurs, the phasing of the wastewater facilities construction calls for the construction of interceptors and a pumping station between 1977 and 1982 that will handle this and future growth in the area.

Commercial - Commercial development, characterized as trade and services, is expected to increase along U. S. 301 south of U. S. 70-A and along the exit ramp off I-95 north at the I-95, U. S. 70-A interchange. Development of this sort is already in existence at both of the areas.

Growth along U. S. 301 has been very slow since the 1970 plan, mainly due to the lack of water services along this major highway. It is envisioned that this deficiency will be remedied prior to 1985 by extension of the lines (presently serving the nearby GTE-Sylvania plant) under the railroad tracks. Once this happens, commercial development along this corridor linking Smithfield and Selma should take place rapidly.

As mentioned previously, the possibility of encouraging clustering should be considered even though the amount of vacant land along the street is somewhat limited. The recently completed Johnston County Sketch Land Use and Development Plan contains proposals for four-laning U. S. 301 from I-95 at Holt Lake through Smithfield and on to Selma. While it is impossible to say when this widening will occur,